

CENTRAL INTELLIGENCE AGENCY

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SUPPLEMENT TO
REPORT NO. 25X1X

1. The following are the specific details of the hydrofoil (Tragflächen - Rüstungen - Geleiter) which has been constructed and is being tested in Rostock. The engineer who has constructed the boat and is in charge of the experiments now being carried on is Dr. Werner Graff, located in Zerbst, Dessauer Strasse.
 - a. The boat is equipped with an airplane engine taken from an HE-176 biplane.
 - b. Displacement: 50 tons.
 - c. Length: 25 meters.
 - d. Width: 5 meters across the deck.
2. After the first trial run showed that the angle of the hydrofoil whose angle of incidence is greater at the end than in the middle, amounting to a difference of three degrees. Difficulties in connection with the stabilization are to be cleared up by experiments.
3. On June 17 1949, the boat was again launched without having undergone any noticeable changes. On June 20 1949, there was a trial run, and on June 24 the boat was taken out of the water. The boat is to reach a speed of fifty knots/hour but has only reached forty-eight knots so far.
4. The following damage resulted from the trial run:
 - a. There were signs of complete rupture, resulting from cavitation, to the necks of the propeller blades. New propellers are now being installed.
 - b. At high speeds the shafts vibrate.
 - c. The engines overheat quickly.
 - d. A protector plate covering the intake of the cooling water was dented.

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